



**GENERAL NOTES:**

ALL DIMENSIONS SHOWN ARE IN mm UNLESS OTHERWISE NOTED.

THE DOWEL SUPPORTING UNITS SHALL BE FACTORY ASSEMBLED AND CAPABLE OF HOLDING THE DOWELS IN THEIR REQUIRED POSITIONS. IN THE COMPLETED JOINT INSTALLATION, NO DOWEL SHALL VARY FROM ITS REQUIRED POSITION MORE THAN 1 IN 36.

THE DOWEL BAR SPACING SHALL BE 300 mm CENTERS, BEGINNING 150 mm FROM THE OUTER EDGES OF THE PAVEMENT.

THE FREE END OF EACH EPOXY COATED DOWEL SHALL BE MARKED WITH A SPOT OF PAINT AT LEAST 25 mm IN DIAMETER AND CONTRASTING IN COLOR WITH THE EPOXY COATING.

WIRES, BARS OR CLIPS SHALL BE USED AS NECESSARY TO STRENGTHEN THE ASSEMBLIES. TIE WIRES, BARS OR CLIPS USED TO STRENGTHEN DOWEL BASKET ASSEMBLIES FOR SHIPMENT AND INSTALLATION SHALL BE REMOVED OR CUT PRIOR TO PLACING CONCRETE.

STAKING PINS SHALL BE FABRICATED FROM 6 mm WIRE MINIMUM WITH A SUITABLE HOOK. STAKING PINS SHALL HAVE A LENGTH OF 450 mm TYPE A AND TYPE B ASSEMBLIES AND 300 mm FOR TYPE C ASSEMBLIES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

MINOR VARIATIONS IN THE CONFIGURATION OF THE SUPPORT UNITS WILL BE ALLOWED.

MISSOURI HIGHWAY AND TRANSPORTATION COMMISSION			
DOWEL SUPPORTING UNITS APPROVED FOR USE WITH TRANSVERSE JOINTS			
DATE: _____	EFFECTIVE: 10-01-1998	M502.10F	1/1